

## The Washington Times

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FRANK A. MUNSEY.

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WEDNESDAY, APRIL 3, 1907.

## Is Shaw Right?

As was to be expected from a man who was until very recently Secretary of the Treasury of the United States, Leslie M. Shaw has had his little say as to the recent unpleasant stock market flurries:

"The recent panic—the first since 1901—was not an unmitigated evil," he observes. "We had a little more freight than the roads could satisfactorily handle; a little more labor than laborers; a little more commerce than money, and this has continued until everybody has become independent and living expenses have advanced a little too high. Living expenses are never cheap except in periods of industrial stagnation. There is a reasonable limit, however, to all good things, and that limit has been a little more than reached. A slight curtailment everywhere will us good."

What does the distinguished financier mean by saying "a slight curtailment will us good?" Who are "us?" Very likely the late squeezing down of stock values will do the market good, and those who speculate in securities. But are the living expenses he mentions, the costs of things needful to the whole people, to be reduced as a result?

That does not immediately appear, and until it does even Mr. Shaw will scarcely be able to convince the country that there was very much virtue in the slumps of last month.

## No "Reassurances."

On Saturday evening The Times, pointing to the urgent effort to secure from President Roosevelt a speech of reassurance to financial interests, and urging that the President ought not to yield to such importunities, said editorially:

"This is a poor time for making such promises. If the President and his advisers yield to the urgencies of the financial classes of Wall Street, and decide to give any such 'reassurances' as will please Wall Street, they will find that they have given offense to the rest of the country."

The Roosevelt administration must go forward. It can neither stand still nor go backward. If it hesitates it may lose the banner of progressivism. The willing hands of such men as Hughes, La Follette and Cummings are itching for opportunity to seize it and carry it forward. The safe thing to do now is to sit tight, let the Wall Street speculators worry out of the troubles which look so large to them, but which do not greatly trouble the rest of the community, and await the calmer days will be upon us soon when the needs of the situation can be gauged much more accurately than now.

The President has done what The Times was confident he ought to do, and would do. He has firmly declined to subject himself to the possibility of either misrepresentation or misrepresentation. He has indicated that his position remains and will remain unchanged. He has reserved till calmer seasons the announcement of his detailed program of corporate regulation. He has demonstrated both wisdom and steadfastness.

## The Longest Way Round.

The railroad, not the dray, the stage coach, the sail boat or the steamer, is the institution called to the Yankee mind by the word "transportation." Yet steamers not only carry a vast quantity of freight from American producers to their consuming countrymen, but do so at materially lower rates.

An interesting article in the St. Paul Pioneer Press buries in this comparison. The freight cost of the cargoes which passed through the Sault Ste. Marie canal alone in 1905, says that journal, was \$31,429,584. The total is impressive for the volume of freight. At the lowest rate this same quantity of merchandise would have cost \$187,000,000.

One is carried from Duluth to Ash-tahub or Conneaut—about 1,000 miles—at a charge of about 80 cents a ton. Thence by rail to Pittsburgh—125 miles—the freight cost is 90 cents a ton. The water rate is, therefore, only about one-seventh of the rail rate. On coal the lake tariff is 35 cents a ton from those Erie ports to Duluth; but for the short distance between Pittsburgh and those ports the shipper must pay the railroads 90 cents a ton.

These figures are the explanation of the un-fading, uninterrupted procession of great freighters passing through the " Soo." No Easterner who has ever watched the flow through that vital artery could fail to be impressed. Buffalo, Erie, Cleveland, Toledo, Detroit, Chicago, Milwaukee, and now Duluth, all owe their trade success to the development of water traffic. The Mississippi and the Ohio, long half used, are coming into their own again by

virtue of a boat rate of only .67 of one mill a ton mile from Louisville to New Orleans, in comparison with a rail rate of 7.6 cents a ton mile. Nearer at hand, Baltimore and Norfolk, Savannah and Philadelphia, are finding the round-about coast a more profitable shipping course than the straightaway railroad.

The rail lines do not feel the development of water lines; they cannot ship the freight waiting on their platforms. But the country is coming to feel it, and is being immensely benefited by it.

## A Chamber of Commerce.

Washington is awakening at last! Her business men have come finally to realize the importance of united strength and full co-operation for the advancement of her material interests. By the action last night of the directors of the Business Men's Association and previous action of the directors of the Jobbers and Shippers' Association, looking to the merger of those two successful and practical bodies into a Washington Chamber of Commerce the commercial future of the Capital is made brighter than ever it has been before.

Washington's situation for the past ten years is known of all readers of the local newspapers. It has had two business bodies overlapping and duplicating service, doubling expenses, and dividing resources. For a year past there have been three such bodies.

Within the year the oldest of the three and the largest—the Board of Trade—has unanimously endorsed a project to expand the material activities of the city, and with equal unanimity has deliberately abandoned the work to which it gave its unqualified endorsement. That its members are disheartened; that their own faith in their own organization is oozing away in consequence of its continued unproductiveness, is manifest. And when this latest failure was joined to a previous refusal on the part of its directors even to consider uniting forces with the Business Men's Association and the Jobbers and Shippers' Association, the Board of Trade, as an organization, became practically a negative quantity in commercial Washington.

Meanwhile the Business Men's Association—compactly led by a business man and supported by practically the whole enrollment of its members—has grown in practical usefulness, in the faith of the community, and in influence with Congress. The Jobbers and Shippers' Association, formed for the particular purpose of improving the shipping facilities of the District, has done that work resolutely, and obtained important traffic advantages for the city. These are the two bodies which have assumed the work put aside by the Board of Trade.

Both must make sacrifices to effect the merger. Both are financially in far better condition than the Board of Trade—the Business Men having accumulated \$1,200 above all their prospective expenses, and the Jobbers and Shippers about half so much; while the whole sum of the board's income must be expended to meet its routine charges. Both might hope to advance their standing by remaining separate.

But the directors of both bodies have weighed the interests of the city as of more moment to them than their pride in their several organizations. This choice, if it be confirmed by the members of the Business Men's Association and the Jobbers and Shippers' Association, reveals a spirit of more value to the District than even the prospect of a united, active, business-like Chamber of Commerce, appropriately quartered in a home of its own, and energetically devoted to the material interests of the Capital.

## Blindfolded.

The Philadelphia Record gives this new expression to the cry for "A good Southern man."

The South has tried Bryan twice. It has tried an Eastern candidate once. There have been three consequent failures. They were failures of default West and East. There is no need of going into particulars. Now let the South lead. Let it name its own Democratic stalwart Southern Democrat—and call upon the true Jeffersonians of the North and West to respond. That is the logic of the political situation.

Principles, not geography, will control the next election. No Democrat has any chance to win save through favor for his platform or disfavor for the Republican opposition. Should Theodore Roosevelt be renominated the latter is inconceivable. Should another ride the Elephant, the Democratic leader will have a chance against him only by making a demand for tariff reform the key to his campaign. And tariff reform has so far been practically ignored by the most prominent candidate for the Democratic nomination—William Jennings Bryan, of Nebraska.

## Virtue by Legislation.

People who are afraid of too much lawmaking are always saying that virtue can't be legislated into people, and that human nature can't be changed by an enacting clause.

All true. But while virtue can't

exactly be legislated into people, there is no doubt that a good deal of cussedness can be legislated out of them. Human nature can't be changed, perhaps; but some of its meanest manifestations can be prevented.

Before people get frightened at the specter of too much legislation, let them learn of the accounting laws, the company laws, the corporation supervision, of other and older countries. Less insularity, more willingness to learn from other nations' experience, more realization that in these matters we are just starting on a road that European countries have been traveling for decades, would be extremely sensible and helpful just now. Everybody knows that we are going to travel over the road; why not look up the charts that other mariners have made, and benefit by their experience?

Senator Foraker has made some important converts to his theory that the colored troops didn't do the shooting at Brownsville. He has the white officers on his side now, testifying that the soldiers couldn't have done the damage.

"Egg-rolling in Washington; and logging in Ohio," says the Boston Journal. Our contemporary forgets the egg-rolling in Baltimore, and the high-rolling in Pittsburgh.

Only a few more days till the authorities will tell us what is whisky and what whisky is not. Meantime, it will all continue to be good, and some better.

Persons who feel impelled to eat the president of the Chinese Empire Reform Association just because his name sounds like a kind of chop suey, will do well to restrain the impulse.

After his experience in a gale at Nassau, may be the Speaker will take more interest in the perils of navigating the James Creek Canal.

Judge Parker is getting a good deal more fun out of it than is usually the share of the innocent bystander, and seems pretty confident that none of the bricks will come his way.

Chicago has administered a defeat to the cause of cheaper gas, cheaper fares, and in general public utilities for the public benefit, not only in Chicago, but in every city in America.

If Mr. Hearst collects all those libel bills, however, he will be able to accept Dunne's defeat with some philosophy.

The Bethlehem Steel Company will quit building battleships; not, however, because engines of war might be esteemed inconsistent with the peaceable suggestiveness of its name, but because they don't pay.

By proposing to construct a new line to Washington the people of Alexandria have hit upon a means of bringing the present trolley road to terms which beats the State railroad commission all hollow.

If the Eddyite philosophy is understood, matter is non-existent, but money—well, that seems sort of different.

President Hill having finally "retired," it is safe to assume that he will presently get exceedingly busy in the direction of annexing a new commercial territory somewhere.

It turns out that it's Dunne done Bussard.

The freezing of the fruit buds has had no effect on the peach crop of the beauty contest.

## THE HOUSEWIFE'S LAMENT.

Oh, what's a poor woman to do just now,  
I really would like to know!  
Today it's too hot I put the fire out,  
Tomorrow it's likely to snow.  
I pack all the blankets and wraps away,  
With trouble and time and care,  
And the very next day I pull them all out,  
For I need their warm things to wear.

Today folks exclaim at the heat of the house,  
And declare somewhere else they will post.  
If I don't cool the furnace inside of an hour,  
For otherwise really they'll roast.  
Tomorrow a chill blast comes out of the North,  
And again do they threaten with ire.  
Unless I do something, their deaths at it,  
For they'll freeze if they don't get some fire.

You can't dress to suit this bum climate,  
I swear,  
Unless with a stage lightning change:  
The effort to keep up with this weather's race  
Is enough any mind to derange.  
The family's all growing, each one has a cold.  
Everything done for comfort you rue;  
Oh, what's a poor woman to do in such case.

What is a poor woman to do?  
—Baltimore American.

PREACHER LEAVES,  
CHOIR GIRL ALSO

BRIDGETON, N. J., April 3.—The Rev. Oscar has resigned as pastor of St. John's German Lutheran Church and left the city. Miss Christie Scheehing, one of the members of his church and a singer in the choir, has left a West Commerce street house, where she had been employed as a governess for the last eight years.

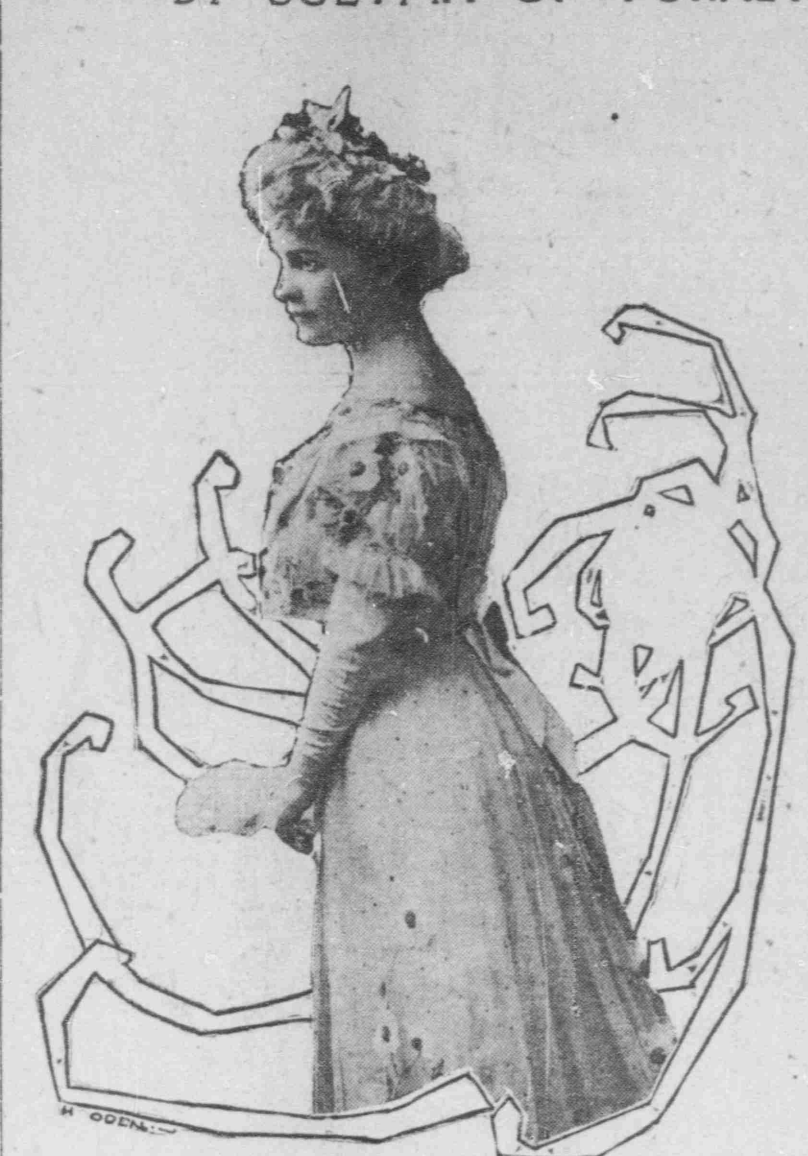
About three months ago Mr. Fischer's attentions to the choir girl were noticed. Recently residents in the neighborhood where Miss Scheehing was employed saw him meet the girl.

So much gossip was occasioned by the preacher's conduct that the church council decided to ask for his resignation at a meeting called for last night. Friends evidently acquainted him with this fact and he forthwith resigned.

Mr. Fischer is devoted to her husband and will not believe some of the reports in circulation about him. They have six children, all young.

## EXHIBITION OF PRODUCTS.

The Japanese legation has sent word to the Brazilian minister of foreign affairs that there will shortly arrive in Rio de Janeiro a large liner, belonging to a Japanese shipping company, which is fitted up as a floating exhibition of Japanese products, says the Brazilian Press.

WEARS GOWN PRESENTED  
BY SULTAN OF TURKEY

MISS MARION POLLOCK JOHNSON,  
In the Embroidered Silk Gown Given Her by the Sultan of Turkey  
When She Was a Little Girl.

Lion and Mouse Com-  
pany Member Has  
Regal Costume.

Marion Pollock Johnson, who plays one of the leading female roles in "The Lion and the Mouse," wears in the third act of the play a gown that once adorned the wardrobe in the palace of the Sultan of Turkey. The gown is of pure silk, embroidered with lace and figures of flowers. It is of the finest texture, and aside from its intrinsic value, which is considerable, Miss Johnson prizes this gown more than anything else in her possession, on account of the strange manner in which it came into her hands.

When but a child of ten years, Miss Johnson, with her parents and a party of friends, spent more than two years in a trip around the globe, eventually arriving in Constantinople. While in

Turkey the child and her party gained a private audience with the Sultan at his palace. The ruler of the great eastern empire seemed much infatuated with the child, and permitted her to ascend his throne. In rising to greet the young visitor the Sultan's foot slipped and he would have fallen to the foot of the stairs, had it not been for the agility of little Miss Johnson, who caught the monarch's robe, thereby restoring his equilibrium.

So pleased was the ruler with the child's action that he offered her anything she fancied in the palace. He then took her to the wardrobe department of the palace, and for several minutes the young miss stared in mute wonder at the magnificent assortment of Oriental gowns before her eyes. Finally she spied a massive gown of silk and lace, with a train of several yards length.

"Oh, mister, this is what I want," exclaimed the girl.  
It is needless to say her wish was granted immediately. This gown, which had probably been worn for generations by the ladies of the court of Turkey, was of the primitive style of the times. The lecture was given under the auspices of the National Society of Fine Arts and was attended by several hundred people.

BURGLARS LOOT  
BALTIMORE HOME

Jewelry Valued at \$7,000  
Stolen From Mrs. Ross  
Whistler.

BALTIMORE, April 3.—While Mr. and Mrs. Ross W. Whistler were sleeping burglars succeeded in getting away with jewelry valued at \$7,000, the loss not being discovered until morning, when a maid found the front door open and an empty jewel case in the front hall.

The burglars climbed the back fence and applied a "jimmy" to the kitchen door. In order to open it the burglars were obliged to force the frame, and in this way dislodged the staples that held an iron bar in place.

Mrs. Whistler had placed the greater part of her jewelry in a casket on her dressing table. Bureaus and dressing table drawers were softly opened, their contents scanned, and everything of value taken.

Ross W. Whistler is prominently connected with the social and club life of Baltimore, and both his wife and himself are identified with the "hunting set" and are great advocates of out-of-door life. Mrs. Whistler is one of the most adept horsewomen in the State, and has frequently appeared in the ring at the Baltimore horse shows. She is also a fine cross-country rider.

CENSURES WORKMEN  
FOR RAILWAY WRECK

COLTON, Cal., April 3.—The verdict of the coroner's jury, summoned to investigate the wreck at Colton last Thursday, in which twenty-three people lost their lives and nearly a hundred more were injured, was returned last evening. The foreman of the switching crew and his assistants are saddled with the responsibility of the wreck through criminal negligence; the engineer of the wrecked overland train is declared guilty of negligence through running too fast, and the Southern Pacific is censured for operating the fragile cars in which many of the Italian emigrants were killed.

ELECTION OF VESTRYMEN  
AT BETHESDA, MD., CHURCH

The following vestrymen were Monday night elected for St. John's Church, Norwood's parish, Bethesda, Md.: M. W. Offutt, R. T. Drum Hunt, O. E. W. Larman, Dr. John Lewis, Latane Lewis, John Phillips, James Dalrymple, and E. E. Whiteing.

"CITY BEAUTIFUL,"  
BY GLENN BROWN

Lecturer Protests Against  
Commercial Desecration  
of National Capital.

"The Development of Washington" was admirably handled in a lecture last night at the Public Library by Glenn Brown. The lecture was given under the auspices of the National Society of Fine Arts and was attended by several hundred people.

Mr. Brown explained at length the plans made for the "city beautiful" by L'Enfant and suggested by the Park Commission. During the course of the lecture he used a number of illustrative views showing the Mall as it is and as it should be. Among these were several bird's-eye views of the entire city showing, as the lecturer explained, the lack of symmetry in our park arrangements, the straggling Government buildings, and the desecration for commercial purposes of many plots intended by the founders of Washington to be used for enhancing its beauty only. Mr. Brown said that Washington was behind other national capitals in matters of this kind and that a spirit of commercialism had retarded her growth as a beautiful city.

He protested against the proposed plan of filling in Rock Creek valley to the level of the hills on both sides and using the ground for building lots. The lecturer then presented views of Edinburgh, Boston, New York, and other cities, showing that these cities had carefully preserved such works of nature for driveways and parks. He also depicted the fact that this beautiful spot was being used as a dumping ground for the northwest section.

Mr. Brown showed a number of proposed plans for the Mall, indicating the level of the hills on both sides and the Park Commission's arrangement of the various Government buildings, fountains, and other works of art.

COUSIN OF HENRY CLAY  
BECOMES AUTHOR AT 86

NEW YORK, April 2.—A handbook on Sailors' Snug Harbor, written by Capt. William Henry Clay, a second cousin of Henry Clay, has just been issued. The book recounts the founding of the harbor through the estate left by Capt. Robert Richard Randall, owner of merchant vessels and privateers, and describes the institution as it is now conducted. The present number of inmates is 260, of whom 200 are in the hospital. The death rate is placed at 10 per cent.

Arrogance of Railroads  
In Demands on President

Correspondent Amazed at Their Temerity in  
Requesting That Water in Stock Be Given  
Fictitious Worth in Property Valuation.

To the Editor of The Washington Times:

The attitude of the railroad magnates is so regardless of the general good as to be almost nauseating to those who have the least spark of true patriotism. They would have the President restore public confidence, as they call it, by declaring officially that he will not favor making a valuation of the railroads which will interfere with present market values of securities by squeezing out a few water that may be in them. In short, they care little or nothing for so long as their ingeniously inflated securities shall not be interfered with.

This is the boldest proposition that has yet been broached or attempted by any king, or set of kings, of high finance, and only shows to what lengths the people may expect these men to go if their past and present policies are permitted to continue. In the first place, the public confidence is not shaken, and need not be so long as the reserve fund in the Treasury remains intact, and behind each paper dollar issued is an equivalent in gold and silver coin deposited in the vaults of the United States for its redemption.

## Fear the Truth.

In addition to this, the truth and getting upon a false basis never will hurt the honest and the industrious. Only those who make their living by their wits are ever heard to cry out against the truth. This is precisely now what is the difficulty with these railroad manipulators who, to further their own ends, are clamoring for the President of the people to restore what they call "public confidence." In the first place, as they well know, there is no loss, or occasion for loss, of public confidence, so he restored, but they seek to

create by their dissimulating intimations and insinuations a loss of confidence to further their own financial ends in a manner so brazen and shocking as to be truly repulsive to every true and brave American heart, and to call for the severest censure of the entire public.

Were the President to accede to the desires of these railroad magnates and make the public utterances they would have him make, no doubt he would quiet their tempestuous feelings, and if this be to restore public confidence he would undoubtedly accomplish it.

## Day of Reckoning.

The day would come, however, and in the very near future, were such the case, when the public confidence would be shaken, and justly so. Then it would require something more than one, or even a dozen, public utterances by anyone to restore it. Such a crisis, terrible in the extreme, would require the combined efforts of noble and unselfish patriots willing to make any sacrifice for the good of their country regardless of personal cost. A firm stand at present against these veiled threats and intrigues, the dissimulation of corporate greed, measure the salvation of the country. Nothing short of this will answer. There must be no temporizing. The people must win this fight, which the President has so seriously undertaken, and thereby restore the country to its one-time equilibrium, serenity, and happiness, or the nation is doomed.

The beautiful lines of the late John Hay, Secretary of State, may well, in this present crisis, be the prayer of the people:

Thy will! It bids the weak be strong; it bids the strong be just;  
No lips to fawn, no hand to beg, no brow to seek to lead;  
When man oppresses man beneath the liberal name;  
O Lord, be there, thine arm made bare! Thy righteous will be done.

F. S. KEY SMITH.

SERVICE CHANGES  
IN TREASURY

The following changes in the classified service of the Treasury Department have been announced:

Appointments on certification by the Civil Service Commission:  
Secretary's office—William H. Addison, West Virginia, \$550.

Supervising Architect's office—Louis H. Tripp, Massachusetts, \$1,200; Henry T. Dysland, Wisconsin, \$1,000; George E. Libbey, Massachusetts, \$1,000; William W. Cooke, South Carolina, \$1,400.  
Transfer: Secretary's office—Carl A. Young, Minnesota, \$800.

Reinstatement:  
Marine Hospital Service—Fred A. Dowsey, New York, \$1,200.

Office of Auditor for Postoffice Department—Mrs. Deborah J. Apple, Illinois, \$600; Hugh C. Glascock, Maryland, \$600.

Appointments by transfer from other departments:  
Secretary's office—Roland A. Croxton, District of Columbia, \$1,000, transfer from Interior Department; Chester M. Reich, Missouri, \$900, by transfer from Navy Department.

Supervising Architect's office—Miss Elizabeth E. Kane, New York, \$900, by transfer from Department of Commerce and Labor.  
Marine Hospital Service—Charles E. Minkins, District of Columbia, \$900, by transfer from War Department.

Promotions: Secretary's office—Arthur S. Henderson, Iowa, \$1,200 to \$1,400; Ernest Satterly, Louisiana, \$1,000 to \$1,200; William H. Adcox, West Virginia, \$550 to \$650; Edward K. DePuy, South Dakota, \$1,500 to \$1,800; Miss Katherine R. Pike, New York, \$1,400 to \$1,600; R. T. Tye, Texas, \$1,000 to \$1,200; J. M. Francis, Pennsylvania, \$1,200 to \$1,400; Clarence E. Devo, Connecticut, \$950 to \$1,050; Frederick C. Jones, New York, \$1,000 to \$1,200; William M. Imlay, Virginia, \$1,800 to \$2,500.

Office of Auditor for War Department—William E. Good, North Carolina, \$900 to \$1,000; Edward L. Newby, Iowa, \$900 to \$1,000; Nelson H. Miller, District of Columbia, \$800 to \$900.

Office of Auditor for the Navy Department—Roscoe E. Brookbank, Indiana, \$1,000 to \$1,200; J. C. Vaughn, Todd, Ky., \$800 to \$1,000.

Office of Auditor for the Interior Department—Charles Stevenson, New York, \$800 to \$1,000.

Office of Auditor for the Postoffice Department: Joseph K. Maxwell, Alabama, \$900 to \$1,000; Samuel R. Hill, District of Columbia, \$900 to \$1,000; M. Frances Sayers, New Hampshire, \$1,200 to \$1,400; John A. Smith, New York, \$1,000 to \$1,200; William Buckley, Virginia, \$900 to \$1,000; Charles T. Wims, Iowa, \$700 to \$800; Miss Henrietta C. Wetzel, District of Columbia, \$800 to \$900; T. M. Kinson, Tennessee, \$1,200 to \$1,400; Ray Grinstead, Missouri, \$900 to \$1,000; Miss Mary A. Burns, Kentucky, \$800 to \$900; George W. Pitts, New York, \$1,000 to \$1,200; Miss Marie E. Smith, District of Columbia, \$800 to \$900; Wesley Henry, Illinois, \$900 to \$1,000; Miss Elsie T. Shields, Louisiana, \$900 to \$1,000; Helen Brock, District of Columbia, \$800 to \$900; Miss Kate Volmer, District of Columbia, \$800 to \$900.

Office of Treasurer, U. S.—Miss Mary Cushman, Massachusetts, \$1,200 to \$1,400; Le Roy Willet, Michigan, \$1,000 to \$1,200; William E. Thomson, Illinois, \$900 to \$1,000; John L. Brown, Texas, \$800 to \$900; Vernon E. Keiser, Arkansas, \$900 to \$1,000; Miss Jennie F. Moore, District of Columbia, \$800 to \$900.

Office of Marine Hospital Service—Burton H. Lamore, Michigan, \$1,200 to \$1,400.

Office of Internal Revenue—George Iden, Ohio, \$1,000 to \$1,200; Miss Grace M. Henderson, New York, \$1,000 to \$1,200; Miss Sarah E. Butters, New Jersey, \$1,000 to \$1,200; Barney C. Keith, South Carolina, \$1,000 to \$1,200; Charles H. T. Hill, Delaware, \$1,000 to \$1,200; Miss Edith Meredith, Kansas, \$800 to \$1,000.

Office of Supervising Architect—Edward A. Taylor, District of Columbia, \$2,000 to \$2,200; Miss Dessie M. Bowers, District of Columbia, \$1,200 to \$1,400; R. Talcott Brooks, New York, \$1,400 to \$1,600; John R. Kennedy, Alabama, \$1,400 to \$1,600; John A. Sutherland, Jr., Virginia, \$1,400 to \$1,600; John S. Miller, Jr., District of Columbia, \$1,000 to \$1,200; Charles L. Hammond, Massachusetts, \$1,000 to \$1,200; Ernest G. Schurig, New York, \$1,000 to \$1,200; Charles M. Merwin, District of Columbia, \$800 to \$1,000; Frank R. Hollingshead, Pennsylvania, \$800 to \$1,000; John J. Conrad, Wisconsin, \$700 to \$800.

Office of the General Land Office—Edward A. Taylor, District of Columbia, \$2,000 to \$2,200; Miss Dessie M. Bowers, District of Columbia, \$1,200 to \$1,400; R. Talcott Brooks, New York, \$1,400 to \$1,600; John R. Kennedy, Alabama, \$1,400 to \$1,600; John A. Sutherland, Jr., Virginia, \$1,400 to \$1,600; John S. Miller, Jr., District of Columbia, \$1,000 to \$1,200; Charles L. Hammond, Massachusetts, \$1,000 to \$1,200; Ernest G. Schurig, New York, \$1,000 to \$1,200; Charles M. Merwin, District of Columbia, \$800 to \$1,000; Frank R. Hollingshead, Pennsylvania, \$800 to \$1,000; John J. Conrad, Wisconsin, \$700 to \$800.

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